

SUPREME COURT.

Friday, 3rd February.

IN SUMMARY JURISDICTION.

B. F. H. HONOUR MR. T. SERCOMBE
SMITH (PEINER JUDGE).

Mr. D. V. Stevenson of Messrs. Deane, Looker and Deane appeared for the plaintiff in Almeida v. de Barros, a claim for \$150; and Mr. Almeida v. Castro for the defendant. The latter consented to judgment; execution was stayed a week.

In the case of Li Kai Chun v. Diss Brothers, a claim for \$35, the defendant admitted \$25. Judgment with costs was given for that amount. Mr. Almeida v. Castro appeared for the plaintiff in Ma Cheung Chai v. The Wing Lung firm and others, a claim for \$1,000. The defendants were absent. Judgment with costs was given against the first defendant.

ALARMING RIVER ACCIDENT
AT CANTON.

On Wednesday afternoon an alarming affair occurred on the river at Canton, illustrating the reckless behaviour of Chinese to whom steam craft are entrusted for navigation.

Mr. E. A. Meurer, with his son, and M. Roedel, a gentleman interested in railway development in China, while in a row-boat on the river at Canton, were run down by a Chinese steam launch. Mr. Meurer thus lost the story to a Daily Press reporter yesterday—My son, my friend, and myself had a very narrow escape from drowning. I desire to speak about it so as to have launches be made to take more care in the future. First of all I must tell you that Messrs P. Lemaire & Co., a firm of which I am the proprietor, lately opened a branch in Canton, which is looked after by my son Charles. Our quarters are in the old American Consulate building, on the Hoanin side. We supply coals for railway work every week, sending them by steamer up river. I had been to Hoanin in connection with this business, and the three of us were crossing in a gig to Canton, so that I might return to Hongkong. When about half way across, right in the current, when we had just avoided one launch, the launch *Chay Sing* came behind us. It all happened in a moment, as the launch was travelling very quickly. She did not alter her course but ran us down, capsizing our boat and passing right over us. Under water we were resting on the awning with the bottom of the boat over our head. The boat then came to the surface. My son cannot swim a stroke and I was very frightened on his account; I was the best swimmer of the three. An Imperial Customs boat in charge of Mr. Clarkson, rescued my son, and Mr. Roedel was picked up by a sampan, and our three sailors by another sampan. Mr. Roedel is in bed suffering from congestion and a severe bronchial cold.

LOCAL SPORT.

CHALLENGE CRICKET, C. C. Y. R. A. M. C.

A friendly cricket match between these clubs will be played at the former Club's ground on Monday next commencing at 2.30 p.m. The following will represent Craighower—M. E. Asger (Capt.), J. D. Kinnaird, R. Bosa, L. A. Ross, J. L. Stuart, R. S. Ford, B. Poston, J. Craig, L. D'Almeida, Castro, J. Poston, and J. Glyn.

The following is the League table up to date (3 points for a win and 1 for a draw).

Club	P.	W.	L.	D.	P.
A.O.C.	13	7	1	2	32
Craighower	12	7	4	1	22
R.E.	14	6	4	4	21
Kowloon	10	7	3	0	21
H.K. Police	12	5	3	4	19
R.G.A. 83rd Co.	12	5	5	2	17
H.K.C.C. A.	13	3	8	2	11
Civil Service	12	3	8	1	11
B.A.M.C.	12	3	10	0	6
Parsons	8	0	8	0	0

YACHTING.

The third Club race of the Corinthian Yacht Club to be sailed to-morrow will be over a seven and a half mile course.

The Hongkong Regatta sailing races will be sailed on Monday, the 6th inst.

VOLUNTEER INSPECTIONS.

Major-General Slade will inspect the Hongkong Volunteers to-day. When Major-General Slade was at Ceylon several changes were suggested in the Ceylon Artillery Volunteers—improvements as to quarters, etc. New guns are due at Colombo shortly. A suggestion was made that all ranks of the Ceylon Artillery Volunteers should wear badges on their helmets so as to distinguish them from the rest of the Volunteers, infantry especially. Major-General Slade expects to get back to Colombo about the end of the present month when he will visit the local Volunteer Coast Camp.

The great rowing carnival on the Thames has fallen off greatly in popularity, says the *Daily Dispatch*. This loss of public favour is now reflected in the accounts of the regatta stewards who are lamenting that their reserve fund has vanished, and that there has been a great decrease in donations and subscriptions. These have fallen from £1,105 in 1902 to £734 in 1904—a very serious reduction. The fact is that Henley is no longer the fashionable event it was ten years ago, and its vogue has fallen off rapidly since motor racing became the passion of the moment. Henley is sharing the fate of the University boat-race and the Lord Mayor's show.

RAILWAYS IN KOREA.

By January 1, Reuters's Correspondent at Tokio writes, the Japanese will be able to run trains from Fusan to Seoul. The military line to Wiju will be completed as far as Pingyang, and in Manchuria the Imperial Engineers expect to open railway communication between Liouyang and Antung-hsien. In March 1905, the line will be finished by the end of 1905. In connection with the Seoul-Chemulpo line will form the Trans-Peninsula route between the Yellow Sea and the Sea of Japan. The trunk line from Fusan to the Yalu and from Antung to Liouyang will bring Japan into direct touch with the China Eastern Railway, the Siberian route, and Europe.

From the moment war was declared, rapid transit from Fusan through Korea to the scene of hostilities in Manchuria became a military necessity. This the Japanese had foreseen. Even before the completion of the Chemulpo line, the first railroad in the "Hermit Kingdom," the Company engaged in this work had secured the concession to build a railway, also broad gauge, to the southern coast. This was in the autumn of 1898. Eighteen months later, work on the "Kei-fu" railroad was commenced at Yontong, a small town some six miles from Seoul, and from which point the new road was to branch from the Chemulpo line.

Toward the end of last year the impending war gave a fresh impetus to the work, which had been progressing slowly, though steadily, since 1900. Thousands of coolies were put to work where before there had been but hundreds. The Japanese Government, besides guaranteeing the 25,000,000 yen capital already floated, subscribed an additional 2,500,000 on condition the road should be completed by the end of 1904. If this was not done the Company agreed to repay the amount subscribed with interest. The bonds had a face value of 50 yen, and the subscriptions were payable in ten instalments. At present the stock is quoted considerably below par. It was necessary to borrow 10,000,000 yen from Tokyo banks to carry on the work, the 6 per cent. interest on this loan being paid by the Government through the Railroad Administration. In the middle of August, 1904, it was estimated that an additional 2,500,000 yen was needed to complete the line. The Imperial Department of Communications on investigation reported that with various economies 1,500,000 yen would suffice. This sum the Government lent the Company on easy terms; no payment need be made for the first five years; at the end of that time the subsidy was to be repaid in annual instalments of 50,000 yen, on condition that such an outlay did not interfere with an 8 per cent. dividend. With this constant official help the road has been practically completed six weeks ahead of time, though the formal opening will not take place until January 1.

Before the war began, regular trains had been running some 20 miles over the northern, and some twelve miles over the southern branch. In February, 1904, the line had been extended as far as Ulsan, 30 miles south of Yontong. Workmen in ever-increasing numbers were put on the embankments, the grades, the bridges. From Yontong, south, and from Fusan, north, everything was haste and hurry. Great loads of the iron, Hokkaido, and rails from England and America were brought into Chemulpo and Fusan. At these ports they were unloaded on flat boats and towed along the coasts and up the little streams to the points nearest the railroad. Here the materials were landed and piled on bullock carts, then dragged across the country to their destinations.

The terminal points at either end were moved farther and farther as the work progressed. By the beginning of June a regular passenger service had been established to Mitsuyo, 36 miles north of Fusan, construction trains running about 29 miles farther to Taikou. Here a mountain spur blocked the road, and it was found necessary to run a 4,000-ft. tunnel. There has been no delay on this account, however, as a switchback has been constructed to carry the trains over the mountain. There are altogether 24 tunnels, with a total length of 16,300 feet, generally of quite short, and most of them constructed in this same stretch of hill country between Waikan and Kantoku. Here, too, the grading has been steeper than elsewhere. In some places it is as much as in 1 to 5, while at no other point on the line does it exceed one in 80. Though there have been many streams to cross, none of them are of very great size. The principal difficulty has been, in almost every instance, necessity of building much longer structures than the more stream could seem to warrant owing to the floods during the rainy season. The 299 bridges, large and small, have a total length of 23,500 feet.

In going over the line in June our train left the regular embankment for the first time at Ulsan, about ten miles beyond Fusan. A four-span bridge was under construction. The piers had been completed, and the workmen were driving piles preparatory to swinging the steel girders into place. From this point on we were frequently obliged to run down from the regular road-bed, over a rough track laid in the fields, across a stream on a rickety wooden structure, then climb up a stiff grade to continue our journey on the proper track.

On the bridges the Japanese were at work, Koreans doing only the heavy tasks pumping out the coffer-dams, carrying, and the like. The excavation was all done by native coolies under Japanese foremen. Near Suwon was a quarry which furnished the limestone used for the piers and culverts and the stretches of rock-faced embankments.

The Company will run two through trains a day from Seoul to Fusan and vice versa, two south and two north bound. Fifteen hours is the schedule time for the 274-mile journey. There will also be one train daily from Seoul to Fusan and return, and to take and leave Fusan. For the present, of course, there will be no other sleepers nor dining cars.

The line runs through rice country practically all the way. Little valleys, crisscrossed with paddy fields, open into broad plains. The water, trickling from highest to lowest, runs off to join the sluggish streams that wind their way through wild-duck marshes and meadow lands.

There are altogether thirty-three stations between the largest town, the Mukden of Korea, is some distance from the line. Taikou is the only other place of any size. The smaller stations are marked on a by a lonely white building; at more important points there are clusters of houses with plaster walls and thatch, or possibly tile roofs. These are the homes of the engineers and contractors. Potted plants and plants in porcelain trays adorned their narrow lawns. Shiny lacquered, brass, little wainscots cluttered about their daily tasks. As the train slowed down, the chattering group on the platform would scatter, and the men come running towards us, bearing letters sometimes, but generally seeking them. The mail clerk on the train would put out a packet, and give it to the local distributing agent. The group would clatter together again, and as the train went bumping down the track, the lucky ones turned away, reading the letters they had just received.

The Japanese labourers have been quartered in the Korean towns. These villages are more collections of mud and thatch huts, with an occasional brick wall and tile roof to contrast with the hopeless squalor of the surrounding hovels. In these hamlets the rice farmers live. At harvest time they carry their grain to the markets and there sell it to the wholesalers, who make the circuit of all the country fairs and boys practically the entire crop of the district. They send the grain by pack pony, or coolie carriers, or bullock cart to the nearest shipping point, then by junk down the coast to Chemulpo or Fusan, whence it is finally exported.

The opening of this rice country by a general lighting of freights will be one of the greatest benefits of the railroad. It may take some time to overcome the Korean's prejudice against making any change whatever in his old or annual routine, but the awakening is sure to come in the end. Once this trade is booming, there will be an ever-increasing demand for foreign imports; kerosene will come more and more into general use, for not only will it be cheaper than before, but the lower freight charges will make the export of vegetable oils profitable, and the native must needs find some substitute to light his home.

The Seoul-Wiju road is really a part of the same line, a continuation of it. For the present, the construction is in the hands of the Army, while the "Kei-fu" line has been built by civilians. The gauge is the same; the work, if not as thorough at present, destined to be quite as permanent. In building this line the Japanese have been fortunate in being able to use, in many cases, the road-bed built by the French engineers Korean company.

All along the line the railway troops are at work. The results attained thus far have been most satisfactory. In eight months they have pushed forward their line at a rapid pace. The grades are much too steep, the bridges are all of wood, the German 60th rails are too light. But these are necessary evils, and will be easily remedied. Haste is all-important. Proper grading and the construction of steel and stone bridges may be postponed. Work has been carried on simultaneously all along the line. Materials were landed at various points on the coast where small streams render its transport inland an easy task. The 300 miles of track to the Yalu will probably be built by the end of this year, certainly early in 1905, but it will be some years before the line can be put into final shape.

It is possible that there may be in the future some question raised concerning the right of the Japanese to retain control of the road, for which a French Syndicate originally obtained the concession. This Company surrendered its rights to the Korean Government on condition that all materials should be bought in Japan and only French engineers employed. If Japan is successful in the present war, however, her position in Korea will be such that while she may, to avoid all unpleasantness, pay a considerable indemnity to the Frenchmen interested, there will be no disputing her claim to the control of the road.

The strategic importance of such a line from north to south cannot be over-estimated. It is for this reason that steps are being taken to fortify the island of Koje-do, which guards the harbour of Misumpo. A line of forts connects Fusan with this neighbouring town, and the fortress will be for the express purpose of safeguarding the southern end of the railway.

Commercially the railroad will do much for Korea. It will, above all things, facilitate the emigration which the Japanese are so anxious to encourage. The old-time seven-day trip between Seoul and Tokyo may be made in 36 hours. Already the Japanese have begun to plan. A line of the railroad the employees of the line have formed the nucleus of an ever-increasing Japanese Colony. Small tradesmen of all sorts are opening their little booths. There are many schemes for the exploitation of the vast tracts of waste land, and in Japan the well-organized "Emigration Societies" will undertake to bring settlers into the fertile farm lands. The line is the stepping wedge which will lead into the very heart of the "Hermit Kingdom." It will be a potent factor in the future development of the Peninsula; an effective means to Japan's desired end, the absolute domination of Korea.

CHURCH SERVICES.

S. PETER'S CHURCH.
Queen's Road, West.
Fifth Sunday after Epiphany.
Morning Prayer, 11 a.m.
Vente, today: To Donm, Russell, Jubilate, Barnby, Hyman, 172, 196, 227, and 183; Kyrie.
Holy Communion, 12.15.
Evening Prayer.
Magnificat, Goss; Nunc Dimittis, Croft; Hymns, 203, 184, 228, and 187.
The Church Lament *Lamenting* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6); returning afterwards.
The Answering Penitence is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided; Sunday School 10-10.45 a.m.

ASHLEY ROAD HALL, KOWLOON.
No. 6, Ground Floor.
Services.
Lord's Day, 11 a.m., Breaking Bread.
Lord's Day, 6.30 p.m., Gospel Meeting.
Tuesday, 7 p.m., Bible Class.
Thursday, 7 p.m., General Meeting.
Saturday, 7 p.m., Prayer Meeting.

BOLIVIAN COMMUNISTS.

On any map of Bolivia you will find a big white space in the south-eastern part of it. This large region has been neglected by explorers and all other white men, excepting a handful of Bolivians, rubber collectors and a few missionaries. It was not known until lately what interesting things are to be found in this forgotten corner. Captain Jermann, a well-known geographer, who has been studying rubber resources in South America, has written for *Petersen's Mittheilungen* some remarkable facts about this region. He could find no map to help him on his journey, and the route map he carefully prepared gives much fresh information. Most people have thought of Bolivia, since the war with Chile in 1879, as a poor country, but the war with Chile in 1879 deprived her of a port on the Pacific Ocean, so that she has been obliged to look for other means of communication with the rest of the world. But Jermann found that the republic has made a port of her frontier town, Puerto Suarez, on the Paraguay River.

The name of this town is not found on some of the latest maps, and yet the town is now engaged in foreign trade. The goods are brought by ocean steamers into the Rio Plate, transferred to river canoes and carried up the Paraguay to Puerto Suarez where they pass through the custom house just as though they had entered a great Bolivian sea port. The goods would be of little use, as they are hundreds of miles from the settled parts of Bolivia, unless excellent means of transporting them were provided. The common wagon roads of South America, among the worst in the world, but the Bolivians have built a road over 100 miles westward from their port which will compare favourably with the good roads of other countries. Jermann calls the government of the republic tyrannical and says it has used the privilege it chooses to exercise to compel the people to work in the Government service for a mere pittance, and thus has provided an excellent road for very small cost. The road winds through the valleys and forests until it reaches the navigable part of a stream flowing into the Rio Grande. The boxes are transferred from the wagons to small boats, which carry them to the northwest, and they are finally distributed to the leading towns of the country.

To reach the rubber district Jermann had to leave the road and strike north along a narrow and tortuous path through the dense forests. On his way he came to the country of the Guarany Indians, of whom he gives the best account yet written. Their name means Yellow Men and they have really an extremely light complexion. The Guarany holds himself superior to the Caucasian, and it cannot be denied that he is a vigorous and sturdy character. As a sample of a Guarany with more civilized people. The tribe, which numbers only a few thousand souls, has become known simply because of one peculiarity. Its life is ordered on the communistic plan. Everybody works, not for himself, but for the common good. The people have a number of small settlements and four large ones and are ruled by a sort of iron by their chiefs. They derived the communistic idea from the Jesuit fathers who lived among them several centuries ago. They have enlarged these ideas according to their own notions and believe that by serving all each may contribute better than in any other way to his own well being and that of his tribe. The smaller settlements are divided into two sections, the larger towns into four, and in San Ignacio there are eight sections. The supreme head of people in each section is a cacique, who has under him a superintendent, a judge and a secretary, the last keeping a written record so that an account of all the affairs of the section becomes part of its history. There are also a number of superintendents of labour, one of them having under his direction the men who distribute the water, another another surveying the land, others attending to all the farm work. Every man detailed for farming has a plot of ground, for whose careful cultivation he is held responsible. The crops he harvests go into the common store to the last pound or bushel, but the man is punished if it is decided that the yield from his patch is less than it would have been if his industry had been greater. If the house of one of the tribe is burned it is replaced at public cost. Thus throughout their lives in every way each shares the good and bad fortune of his neighbours. The Cacique is an absolute ruler, and disobedience to his will is severely punished. Laziness is one of the worst of crimes and the penalty inflicted is often several hundred blows well put on the naked back with a leather strap. Even the women are punished in this way, receiving sometimes as many as fifty strokes. Discipline is remarkably severe. No one may leave his section without permission. No one may entertain a stranger unless the cacique assents. No one may marry outside of the tribe under any circumstances, nor take a wife in another section of his tribe without the consent of the caciques of both sections. It is interesting to have these further details about this little group of South American Indians who, peering and somewhat advanced civilization had reached the rubber fields after travelling many days through the dense forests. The tree is the *Hevea brasiliensis* the same plant that yields the famous Para rubber in the Amazon basin, and Bolivia is supplying most and more of this superior rubber every year. The tree is known among the rubber collectors as the seringa. The complete conditions are the seringa. The search for other rubber fields in these great forests. The groups of rubber trees which are scattered only here and there are among the timber, and men are kept constantly in the field in search of more trees. This work is not without danger, for there are perils of wild beasts and of fever and many of the Indians are not friendly. The prospectors therefore travel in small parties, spreading out within hearing distances of one another during their day's toil. A little bird with a sweet flute-like note is found in these groves of rubber trees, and strange to say, it is not known to live outside of them. So the rubber collectors have given it the name of seringa. As the prospectors push forward through the bush they listen for every family "whewit, whewit, hawit" of the little bird. When a hunter hears the characteristic cry among the trees ahead of him he raises a glad shout that reaches his brethren through the woods. "Come here!" he cries. "I hear the seringa singing!" and here are the trees.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—
On the 3rd at 11.55 a.m. The barometer fell from the normal of 30.1 and rose moderately at all other stations.
The anticyclone remains over northern and central China but the gradients on the east coast are not quite so steep. Strong N.E. monsoon will prevail in the Formosa Channel and to the northward of it and fresh N.E. winds in the northern part of the China Sea.
Forecast—Fresh N.E. winds, overcast, fair.

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Hongkong, 27th December, 1904.

CHINESE FOR MEXICO.

The Mexican Government has of late years shown a disposition to encourage Chinese immigration to the republic, making a concession, among other things to a Chinese steamship line to engage in the transportation of Mongolian labourers to its western ports. Now the Chinese Minister, at a reception to his countrymen in the City of Mexico, is reported to have given the extraordinary advice to them to cut off their queues, sever their home ties, become citizens of Mexico and thoroughly identify themselves with their adopted country. This is a wide departure from the past policy of the Chinese, for not only has it been the purpose of every Chinese emigrating from the shores of Asia to return to his native land, whether alive or dead, but he has regarded the preservation of his queue as a matter of the first importance. If the Chinese Minister to Mexico was sincere in his advice, and it is followed by those of his race who are now in that country, they will also part with one of their most distinctive and sacredly cherished adornments.

So far as Mexico is concerned, it will be her misfortune to have the Chinese Minister's advice adopted by his countrymen. That part of it relating to marrying Mexican women will probably be eagerly followed, in which event if Mexicans will in later years have good cause to rue the day when they encouraged the yellow man to settle among them. Whenever the Chinese in other countries have intermarried in large numbers with an alien race the half-breed progeny has invariably developed into an aggressive and dangerous element in the body politic, driving the original inhabitants out of the sea board's industries and monopolizing the country's trade to the disadvantage of the original inhabitants, as they did in the Philippines. The proposition of marriage with the Mexican women is, moreover, a mockery, for most of the Chinese immigrants there, like those who have entered this country, have wives and children at home. The Mexican relationship will therefore be merely a form of concubinage, which the Chinese will abandon, and the progeny born of it, whenever it suits his whim or his purpose to return to his own country. Possibly the Mexican Government may intervene against the formation of these mixed alliances to prevent the evils which they produce and the possible burden which the results may impose upon the State.—*Sun Francisco Chronicle*.

JAPANESE "MARVELS OF PERFECTION."

Miss McCaul, who was specially commissioned by her Majesty the Queen to inquire into the working of the Japanese Red Cross Society, has sent to the Royal United Service Institution for their museum in Whitehall a number of interesting exhibits of the latest Japanese equipment, food, etc., of the fighting men of the Mikado.

Most people are aware by the accounts sent by the war correspondent that the Japanese authorities pay great attention to the well-being of their soldiers in the field, but still, in spite of this discounting, Miss McCaul's exhibits will come as a surprise to most people, even as if the last word had been spoken by the Mikado's advisers on the subject of clothing, feeding, and equipment. The summer and winter outfits of the privates of the Imperial Guard are marvels of perfection. The warm underclothing for the winter, the sheepskin-lined overcoat, the "cold-proof" hoods, and the huge, serviceable boots, remind one more of the rig-out of a wealthy Arctic explorer than anything else. To show the extraordinary attention given to detail, it may be mentioned that while the hemp, cloth, cotton, and leather goods for the Army are made in private factories, the woollen materials, in which it is all-important that there should be no "scamping" or adulteration, are wholly produced and made up in the military clothing factories. Nothing, indeed, seems to have been forgotten, down to the precision of socks and sandals for men whose feet are blistered with long marches.

All kinds of provisions and force used by the Japanese are shown. Here, again, there is another striking instance of the care shown throughout. All provisions and force are prepared in private factories with one most important exception. Cattle intended for the Army are inspected and killed, prepared and tinned, under the strictest military supervision. The Army biscuit contains proportions of wheat and rice flour, and a few grains of millet seed, which, latter prevents it from becoming unduly hard. There are also shown dried horse food, pressed green tea, and baskets in which to carry cooked rations of rice.

Although the exhibits are most interesting and instructive.—*Fall Mall Gazette*.

INSURING THE TSAR.

EXTRAORDINARY FIGURES AT LLOYD'S.
We learn that a large number of policies have been issued in Lloyd's, covering the life of the Tsar.

The rate of insurance upon this risk stood at five guineas per cent. a week ago, but on Wednesday it rose to ten guineas per cent.; and this morning tens of thousands of pounds were covered at fifteen guineas per cent, and underwriters were standing out for better rates still.

It is difficult to discover the exact source from which these large orders emanate, but they have come to Lloyd's principally from Stock Exchange brokers, probably on account of clients holding Russian bonds.

Whether there is a fear that an attack will be made by Nihilists on the life of the Tsar, as a result of his refusal to entertain the proposed reforms, or whether he is in bad health, can only be conjectured, but there is certainly a scare in well-informed circles, for many thousands of pounds have been paid in premiums during the last two days.—*St. James Budget*, Dec. 30th.

LATEST STEAMER MOVEMENTS.

The H.M. steamer *Calcutta*, with the next French mail, left Saigon yesterday at 5 a.m., for this port.
The P. & O. steamer *Pelita* left Singapore for this port on the 2nd inst. at 6 a.m.
The O.S.S. & C.M. steamer *Patroclus*, from U.K., left Singapore on the 1st inst., and is due here on the 7th inst. at daylight.



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Hongkong, 13th January, 1905. [231]

"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Macdonnell Road

FAIRBANK & CO., Queen's Road
Hongkong, 2nd March, 1903. [51]
BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Padders Hill.
Hongkong, 1st January, 1902.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. HIRANO & Co.
BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [363]
JUST ESTABLISHED.
(Telephone No. 467.)

WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL
(Premises Formerly Occupied by Messrs.
C. J. GUNN & Co.)

HIGH-CLASS TAILORS & OUTFITTERS.
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
New Showing—New lot of Tweed Suits,
Trousers, and Fancy Vestings.
Also Smart Neckwear, Stylish Boots and
Shoes, and Fashionable Hats and Caps in
Highest Grade.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.
THIS Old Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
Blair's Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag B.
Telephone 142.
Hongkong, 2nd January, 1905. [33]

MITSU BISHI DOUKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I. & C.C. Scott's and Engineering Codes
Used.
DOCK No. 1 (at TATEGAMI).
Extreme Length... 623 feet
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 264

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22
PATENT SLIP (at KOSUJI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE
STEAMER, 72 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE. 1739

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. 2901

"THE EAST OF ASIA."

(Published Quarterly.)
CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the
people, Customs, &c. of the Far East.
The kindly Press criticisms, both Continental
and American, that the production of this
Magazine has evoked is eloquent testimony of
a sterling merit of the publication.

Price
On Sale at "NORTH CHINA HERALD"
OFFICE, Shanghai.
Messrs. KELLY & WALSH
Hongkong;
and all leading Booksellers in the Far East
Hongkong, 3rd February, 1905.

TO LET

SINGLE or DOUBLE-FLOORED
GODOWN, also LAND To Let on Lease
or for Sale, in Wanchai Road.
Apply to—
THE ROBINSON PIANO CO., LD.,
13, Queen's Road Central.
Hongkong, 20th January, 1905. [272]

TC LET.
SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Sha Tei, Kowloon. Each with Five Spacious
Well-furnished Living Rooms, Two Bathrooms,
Kitchen, Garden, Tennis Courts, Servants
Quarters, Water, Gas, Electric Lights and
Bells. Moderate Rental. Possession on or
about 1st April, 1905.
Apply to—
ABERDEEN V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 10th January, 1905. [202]

"HATHERLEIGH."
A DETACHED RESIDENCE with
Tennis Court on Conduit Road.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 28th January, 1905. [131]

TO LET.
NO. 1, RIFON TERRACE.
A HOUSE in WONG-NEI-CHONG
ROAD, facing Race-course.
FLATS in MORTON TERRACE, facing the
Polo Ground.
OFFICES in course of erection, CONNAUGHT
ROAD (near BLAKE PIER).
GODOWNS; PEATA EAST.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 19th June, 1904. [81]

GODOWN No. 3, New Praya, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 22nd November, 1904. [83]

TO LET.
OFFICE ROOMS at Nos. 12 & 14, Queen's
Road Central (Corner House); also
GODOWNS at Back. Can be let separately
or wholly. Rent moderate, cheaper if the whole
is taken on a long lease.
SEVEN EUROPEAN HOUSES, late
F. Blackhead & Co. and Shuman, Tong & Co.'s
Offices. Ground Floors and Top Floors with
Gardens can be let separately on leases.
Apply to—
CHUNG SHUN KOO,
12 & 14, Queen's Road Central.
Hongkong, 24th December, 1904. [32]

TO LET—From 1st March Next.
A FOUR-ROOMED HOUSE in Kowloon
with joint use of Tennis Court.
Apply to—
"KOWLOON"
Care of Daily Press Office.
Hongkong, 19th January, 1905. [266]

TO LET.
GODOWNS No. 100 and 101, Praya East,
with Water Frontage.
Apply to—
VICTORIA BUILDINGS.
Hongkong, 29th December, 1904. [94]

TO LET.
3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [91]

TO LET.
NOS. 19 & 21, SEYMOUR ROAD.
Nos. 74, CAINE ROAD.
GODOWNS Nos. 31a, 31b, 31c, Praya East
Possession from 1st January, 1905.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 1st December, 1904. [84]

TO LET.
BUNGALOW (Furnished), at New Terri-
tory, Kowloon, 4 Rooms low rental.
"KELLET CREST" (Furnished), Peak,
for 24 months from 15th April to 30th June,
1905.
BISHOP'S LODGE NORTH, Peak, To
Let Furnished, from 1st March to 30th April,
1905.
2nd FLOOR in Central position, containing
Four Large Rooms, Anteroom and Lavatory,
&c., with use of Electric Lift. Well suited for
Offices.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 20th January, 1905. [90]

TO LET.
THREE FIRST-CLASS SHOPS,
European Style, in Kowloon. Posses-
sion on or about 31st August, 1905. Moderate
Rentals.
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LD.
Hongkong, 21st June, 1904. [97]

TO LET.
FURNISHED ROOM in Knutsford
Terrace, Kowloon, with or without Board,
in private family. Suitable for two Bachelors
or Married Couple.
Apply to—
Care of Daily Press Office.
Hongkong, 31st January, 1905. [350]

TO LET.
NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [8]

INTIMATIONS

KOWLOON PIGEON SHOW.

THE KOWLOON PIGEON CLUB pro-
poses to hold a SHOW OF PIGEONS
on the 14th and 15th February, 1905, at the
KOWLOON HOTEL. Forms of entries will
be sent to all Members. As regards Non-
Members, forms can be had on application to
the Hon. Secretary, Mr. R. DAVID, at the
Kowloon Hotel.
Entrance fee: Fifty cents per Pigeon.
Prizes in Money and Kind will be awarded
to Winners as soon as the Judge's decision is
given, but Birds will not be removed from the
Show until the evening of the 7th February
when the Show closes.
Admission to the Show is free. The Public
are cordially invited. Our former Shows were
very popular and were visited by Sir Henry
and Lady Blake, who expressed themselves
highly pleased with the exhibition.
The Classification of Exhibits is as follows:—
I.—Pouter, Cock or Hen, any colour.
II.—Pouter, Pairs.
III.—Jacobins, Cock or Hen, any colour.
IV.—Pouter, Pairs.
V.—Owls, Cock or Hen, any colour.
VI.—Pouter, Pairs.
VII.—Homers, Cock or Hen, any colour.
VIII.—Pouter, Pairs.
IX.—Any Other Variety, Pairs, Cock or Hen.
X.—Common Pigeon, any colour, Pairs, Cock
or Hen.
XI.—Any kind of Cage Birds.
J. D. LOGAN,
Director.
R. DAVID,
Hon. Secretary.

Kowloon Hotel,
26th January, 1905. [323]

NOTICE.

THE HONGKONG AND CHINA
GAS CO., LD., beg to notify the
Public that the PRICE OF GAS will be
REDUCED from \$3.50 to \$3.00 per 1,000
Cubic Feet as from the 1st February, 1905.
GEORGE CURRY,
Local Secretary.
Hongkong, 1st February, 1905. [357]

HONGKONG ELECTRIC
TRAMWAYS.

TIME TABLE.
January, 1905, and until further notice.

KENNEDY TOWN TO CAUSEWAY BAY. (Daily).
Kennedy Town to Causeway Bay ... 7.30 A.M.
and every 5 minutes until ... 11.00 P.M.
Causeway Bay to Kennedy Town ... 6.50 A.M.
and every 5 minutes until ... 10.30 P.M.

KENNEDY TOWN TO RACE COURSE. (Daily).
Kennedy Town to Race Course ... 7.30 A.M.
and every 15 minutes until ... 6.00 P.M.
Race Course to Kennedy Town ... 6.56 A.M.
and every 15 minutes until ... 6.40 P.M.

CAUSEWAY BAY TO SHANGHAI. (Daily).
Causeway Bay to Shanghai ... 7 A.M.
and every 15 minutes until ... 10.18 P.M.
Shanghai to Causeway Bay ... 7.30 A.M.
and every 15 minutes until ... 10.54 P.M.

WORKMEN'S CARS. (Daily Except Sundays).
Quarry Bay to No. 2 Police Station 6.55 A.M.
No. 2 Police Station to Quarry Bay 6 P.M.
Kennedy Town to Central Market 6.55 A.M.
Central Market to Kennedy Town 6 P.M.
Special tickets for School Children may be
obtained on application to the General Manager.
Price 100 Tickets \$5.
Special Cars may be arranged for on appli-
cation to the General Manager.
Special Race Course cars leave the Hong-
kong Hotel (daily except Sundays) at 6.15,
6.30 and 6.45 A.M. returning from the Race Course
at 8.15, 8.35, and 8.55 A.M. respectively.
J. GRAY SCOTT,
General Manager.
Hongkong, 30th January, 1905. [279]

EXTRA COPIES of Daily Press are on
sale daily at Mr. J. R. BUTTONE'S
KOWLOON STORE, No. 38, Elgin Road.
Price 15 cents per copy cash.
Hongkong, 29th December, 1904.

AUCTIONS

PUBLIC AUCTION.
PARTICULARS AND CONDITIONS of
the Letting by Public Auction Sale, to
be held on TUESDAY, the 7th day of
FEBRUARY, 1905, at 8 P.M., at the Offices
of the Public Works Department, by Order of His
Excellency the Governor, of Seven Lots
of Crown Land at Cheung Kwan O, in the New
Territory of Hongkong, for a term of 75 years,
with the option of renewal at a Crown Rent to
be fixed by the Surveyor-General of His Majesty the
King, for one further term of 75 years, if
competent for the Colonial Government so to
make it.

PARTICULARS OF THE LOTS.

Lot	Area	Frontage	Depth	Area	Frontage	Depth	Area	Frontage	Depth
1	1.00	100	100	1.00	100	100	1.00	100	100
2	1.00	100	100	1.00	100	100	1.00	100	100
3	1.00	100	100	1.00	100	100	1.00	100	100
4	1.00	100	100	1.00	100	100	1.00	100	100
5	1.00	100	100	1.00	100	100	1.00	100	100
6	1.00	100	100	1.00	100	100	1.00	100	100
7	1.00	100	100	1.00	100	100	1.00	100	100

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th January, 1905. [110]

SUN FAT CO.

MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S
UNDERWEAR.

EMBROIDERIES, LACE, SILKS, PONGEE,
GRASS LINEN, SHAWLS, HANDKERCHIEFS,
BLANKETS, TUCKERS,
LEON FURNITURE AND FANCY GOODS,
No. 82, QUEEN'S ROAD CENTRAL,
Any Order Promptly Attended To.
Hongkong, 12th January, 1905. [92]

A. LING & CO.,
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FUCHOW
LAQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1904. [227]

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

THE NINETEENTH ORDINARY
ANNUAL GENERAL MEETING
OF SHAREHOLDERS of the above Company
will be held at the REGISTERED OFFICES
of the Company, Alexandra Buildings,
Des Vaux Road, on FRIDAY, 10th FEBRUARY,
1905, at Noon, for the purpose of receiving the
Report of the Directors together with a
Statement of Accounts for the year ending
31st December, 1904.
The TRANSFER BOOKS of the Company
will be CLOSED from 1st-11th February, 1905,
both days inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 25th January, 1905. [318]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the OFFICES
of the General Managers, Padders Hill,
at 12.30 P.M. on MONDAY, 13th February,
to receive a Statement of the Company's Accounts
for the year ending 31st December, 1904, and the Report of the
General Managers.
The TRANSFER BOOKS of the Company
will be CLOSED from the 3rd to the 13th
February, both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 30th January, 1905. [342]

THE HONGKONG, CANTON & MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE SEVENTY-SEVENTH
ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS in the
Company will be held at the OFFICE of the
Company, No. 18, Bank Buildings, Queen's
Road Central, on TUESDAY, the 14th
February, at 12 o'clock Noon, for the purpose
of receiving a report of the Directors, together
with a statement of accounts, declaring a
Dividend, and of electing Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 31st January to
the 14th February, both days inclusive.
By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 24th January, 1905. [304]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE IS HEREBY GIVEN that
the ORDINARY HALF-YEARLY
MEETING OF THE SHAREHOLDERS in
this Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the 18th
day of February, 1905, at Noon, for the
purpose of receiving the Report of the Court
of Directors together with a Statement of
Accounts to 31st December, 1904.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [359]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
Register of Shares of the Corporation
will be CLOSED from SATURDAY, the
Fourth, to the Eighteenth day of February,
1905 (both days inclusive), during which period
no Transfer of Shares can be registered.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [360]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in
the OFFICES of the COMPANY, Queen's
Buildings, New Praya, on MONDAY, the 20th
February, 1905, at 12 o'clock Noon, for the
purpose of receiving the report of the Directors
and the Statement of Accounts to the 31st
December, 1904.
The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
February, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 26th January, 1905. [319]

HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that all
Shares in respect of which the Final Call
of \$7.50 per Share has not been paid will
be sold together with interest accrued and
accruing thereon be paid at the REGISTERED
OFFICES of the Company, Alexandra
Buildings, Des Vaux Road Central, Victoria,
Hongkong, on or before the 28th February,
1905, to satisfy the debt.
Dated the 30th January, 1905.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th January, 1905. [351]

HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.

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Buildings, Des Vaux Road Central, Victoria,
Hongkong, on or before the 28th February,
1905, to satisfy the debt.
Dated the 30th January, 1905.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th January, 1905. [351]

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Dated the 30th January, 1905.
JOHN D. HUMPHREYS & SON,
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Hongkong, 26th January, 1905. [351]

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Dated the 30th January, 1905.
JOHN D. HUMPHREYS & SON,
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Hongkong, 26th January, 1905. [351]

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Dated the 30th January, 1905.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th January, 1905. [351]

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OFFICES of the Company, Alexandra
Buildings, Des Vaux Road Central, Victoria,
Hongkong, on or before the 28th February,
1905, to satisfy the debt.
Dated the 30th January, 1905.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th January, 1905. [351]

HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.

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of \$7.50 per Share has not been paid will
be sold together with interest accrued and
accruing thereon be paid at the REGISTERED
OFFICES of the Company, Alexandra
Buildings, Des Vaux Road Central, Victoria,
Hongkong, on or before the 28th February,
1905, to satisfy the debt.
Dated the 30th January, 1905.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th January, 1905. [351]

ENTERTAINMENTS

ORGAN RECITAL

will be given by
MR. A. G. WARD
in
ST. JOHN'S CATHEDRAL,
on
TUESDAY,
the 7th February, at 5.45 P.M.
Vocalist:—
Mrs. A. G. GORDON,
A Collection will be made in aid of the Organ
Fund.
Hongkong, 2nd February, 1905. [309]

THEATRE ROYAL.

FRIEDENTHAL!

FRIEDENTHAL!!

THE WORLD-RENOUNDED PIANIST,
HERR ALBERT

FRIEDENTHAL!

on his Tour Round the World, will give
TWO CONCERTS.
on the 10th and 13th FEBRUARY.

Plans at the ROBINSON PIANO CO.,
LD.
Hongkong, 2nd February, 1905. [370]

NOTICE.

COMPETITIONS for SPOONS will take
place on the KOWLOON BOWLING
GREENS TO-DAY (SATURDAY), 4th
instant. Players are requested to be on the
Green at 2.30 P.M.

D. GOW,
Hon. Secretary.
Hongkong, 2nd February, 1905. [365]

HONGKONG BENEVOLENT SOCIETY.

THE FIFTEENTH ANNUAL GEN-
ERAL MEETING of the Members of
the Hongkong Benevolent Society will take
place in the CITY HALL on TUESDAY,
7th February, at 5 P.M.

ROSE GOMPERTZ,
Hon. Secretary.
Hongkong, 2nd February, 1905. [378]

WANTED.

ONE BEDROOM, FURNISHED or
UNFURNISHED with Verandah and
Bathroom attached, one of the Higher Levels.
Apply, stating full particulars, to—
BOX 2510,
Care of Daily Press Office.
Hongkong, 28th January, 1905. [314]

VACANCY.

THERE will be a Vacancy in the Govern-
ment Civil Medical Department on the
18th of March next for a FEMALE PRO-
BATIONER NURSE.
Applications, in applicant's own handwriting,
with certificates of character, &c., should
be sent to the P.C.M. Officer at the Civil
Hospital, not later than Noon of the 14th
proximo. Applicants must be not less than 20
years of age.
Salary, &c., \$480 rising to \$500 per annum
by annual increments of \$20, with uniform,
attendance, free furnished quarters and an
allowance of \$84 a year for fuel and light.
Full particulars may be had on application.
By Order,
J. BELL,
Superintendent.
Government Civil Hospital,
Hongkong, 27th January, 1905. [331]

SHORTHAND.

PRIVATE LESSONS given in Pitman's
Shorthand. Terms moderate.
Apply by letter to—
"J. W."
P. O. Box 143.
Hongkong, 10th January, 1905. [290]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady.
L. B.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [1793]

MARTELL'S
THREE STAR
BRANDY
\$28.00 PER CASE.
Sole Agents—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

"GRAND PRIX PARIS" 1900
The Highest Possible Award.
JOSEPH
GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability, are there-
fore CHEAPEST.
The Only Award Chicago, 1893
(a288)

No. 14,612 號式十零百陸千四萬一第 日壹初月正年壹十三緒光 HONGKONG, SATURDAY, FEBRUARY 4TH, 1905. 六拜禮 號肆月式年五零百九千一英港香 PRICE, \$3 PER MONTH.

A CHOICE AFTER-DINNER WINE
WATSON'S
D. PORT
VERY FINE OLD VINTAGE.

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

CUTLER, PALMER
& CO.'S

Price \$11.00 PER DOZEN

NW

SPECIAL BLEND WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong.
THE WINE GROWERS'
SUPPLY CO.



Direct Importers of Wine, Beer and Spirits
from well-known Growers, Brewers and
Distillers. Price List on application.
BARRETT & CO., Agents,
444 No. 22 & 24, Bank Buildings, Queen's Rd.
GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
Casks of 37½ lbs. net \$5.00 per Cask ex Factory
Bigs of 250 lbs. net \$3.20 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st September, 1904. (a2866)

THE ROYAL BAR-LOCK TYPEWRITER
COMPANY, LIMITED.
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Simplicity is the key-note of the
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Hongkong, 19th January, 1905. (a275)

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AND

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Cool Rooms, Comfort of Residents, and the
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Hongkong, 7th October, 1904. (a49)

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Hongkong, 3rd February, 1905. (a37)

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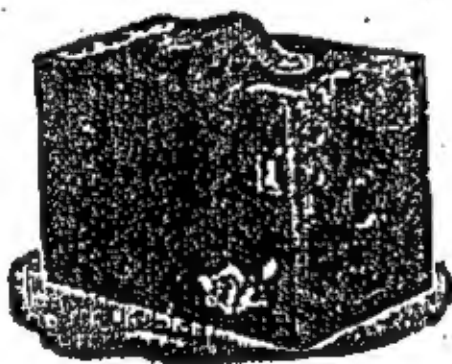
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Hongkong, 1st April, 1904. (a27-1)

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S. MINAMI, Manager, Hongkong. 117

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Hongkong, 2nd February, 1905. (a36)

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W.M. SCHMIDT & CO.
Hongkong, 25th November, 1902. 245

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Hongkong, 17th January, 1905. (a252)

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Hydraulic Lifts to each Floor.

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Every Comfort.

Ladies' Afternoon Tea Rooms.

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Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

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Electric Passenger Elevator to each floor.

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Hongkong, 10th June 1903. (a306)

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throughout.

Special Rates for Tourists.
Lunch Service for Guests.
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Hongkong, 31st October, 1902. (a343)

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(HOTEL-SANITARIUM OF SOUTH
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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Hongshan*), daily to and
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Canton, give easy communication with both
these centres.

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NOTICE TO CORRESPONDENTS

On communications relating to the new edition of the Directory, please send them to the Editor, not to the printer. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: P. O. Box 35, 5th Ed. 135-136, P. O. Box 35, Telephone No. 12

The Daily Press.

LONDON OFFICE: 14, NEW VIOLET ROAD, E.C. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, FEBRUARY 4TH, 1905.

There is a big lot of misinformation to be acquired in Hongkong, which is easily obtained by those who are sufficiently confiding, and ask plenty of questions. We have recently had the benefit of a share of it, in connection with our desire to know more about the Sailors' Home. We have been told that it is a mismanaged charity, a well-managed charity, and that it is not a charity at all, but a self-supporting institution. But for one or two scraps of evidence which have reached us from trustworthy sources, we should now be worried by doubts of the existence of any such institution at all. But there it is, and our latest information is to the fact that it is likely to continue, irrespective altogether of the scheme of the Governor, for the objects of its care have to bear the cost, and its surplus for helping those who cannot do so is carefully hoarded. His Excellency's scheme, of which we approved, does not in any way affect the constitution of the Home, and it appears that its critics cannot have regarded it in the only way in which we thought it could be regarded, namely, a scheme for preventing "deserving cases of destitution" from being turned away in consequence of their inability to deposit the necessary sum. We do not agree with His Excellency that such deserving cases are likely to be "many," and as a matter of opinion, we usually suspect that a destitute person is so by his own fault. Still, the possibility of real deserts being overlooked was one for which we were prepared to share the "noble impulses" of the sentimentalists, and in the Governor's scheme we saw only a method of allowing the Sailors' Home to go a

little beyond its present province, and to help, where it might wish to help, those unable to help themselves. A "barbaric yamp" in one of our evening contemporaries accuses us of encouraging shiftless benchwarmers, in the very article in which we tried to emphasize the value of the scheme on the ground that by filtering its charity through two institutions, it was less likely to let it go to undeserving cases. The Governor's scheme is expressly conditional—"should the case be a meritorious one, &c." To a destitute European, even \$1.15 a day is too high a payment. If he be an "great man," a deserving case, and not a professional wastrel and idler, the fund provided by those who approve Sir MATTHEW NATHAN's scheme will save him from having to associate with the all sorts and conditions for whom the House of Detention is provided. There would not be heavy demands on the fund, because the Sailors' Home would continue charging those who have money, while it would only allow destitutes to go on the fund after searching enquiry. That is how the scheme appears to us, and we see no chance of its encouraging benchwarmers. If it did, we should denounce it as strenuously as we could, for all the benchwarmers in Hongkong who deserve it have not been hanged yet. Really, there are no details of the scheme that need discussion. The scheme is barely a scheme—it is a request that an institution which is supposed to have the ear of the philanthropic public should do a little extra begging. The details merely constitute a method for regulating the order in which the guarantors are to be called upon, so that if A. promises two, and B. one, B's one will be drawn upon before A's second. The Sailors' Home will not oppose, for to them it simply means that instead of rejecting JOHN DOE who cannot pay, they accept him when RICHARD ROE pays for him. It is the Benevolent Society only which might object, for by agreeing they gain nothing more than an enhanced reputation for benevolence. If they do object, their only ground can be that it saddles their officers with extra trouble, while adding nothing to their present ability to help the particular cases to which they are devoting their attention. The "sixty dollars a month" point of one of our correspondents has been disposed of; and for the rest of the foolish comments we have noticed, as they mostly betray a stupid blindness to the main issue, we need not discuss them.

Owing to the Chinese New Year holiday there will be no issue of the Hongkong Daily Press on Monday.

At Galle the B.L. ship *Secundra* was purchased by a syndicate of Moorish capitalists for \$10,400, which was considered to be a very satisfactory figure.

Vanderinden, a German who murdered his mother-in-law and attempted to murder his wife at Bombay on the 15th ult., was arrested two days later, hiding in a goods wagon.

The Colombo Graving Dock is now nearing completion and it is anticipated that it will be ready for opening some time next year. The length will be 700 feet, which will make it one of the finest and largest docks in Asia.

Captain Nicholitch, a Serbian officer, has been tried by court-martial and convicted at Belgrade for using foul language against King Peter. He was sentenced to degradation and two years' imprisonment.

The Transvaal gold-mining companies distributed \$3,908,670 in dividends for the year 1904. The total amount paid in dividends by mining companies, including coal companies and the Premier Diamond Co., was \$4,750,000.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks a donation of \$25 from Mr. G. Murray Bain, and one of \$20 from Dr. G. H. Bateson Wright.

In our Cricket report we erroneously stated that the Kowloon Cricket Club was to play the Royal Engineers at Happy Valley to-day. The team they are to try conclusions with is that of the Royal Garrison Artillery.

The Austro-Hungarian Government has decided to establish at Fiume a great shipbuilding yard, both for warships and merchant vessels of large tonnage. The firm of Rothschild will assist the Government with a loan, which is now being negotiated.

Lui Yut, while loitering in Queen's Road on Thursday night last, was arrested by a Chinese constable. He was charged before Mr. F. A. Hazell at the Police Court yesterday with intending to commit a felony, and sentenced to three weeks' hard labour and six hours' public exposure in the stocks.

Inspector Langley charged a saunter woman, before Mr. H. H. J. Gompertz at the Police Court yesterday, with being in unlawful possession of two Winchester rifles and 100 rounds of ammunition without a permit from the Captain Superintendent of Police. She was fined \$100, in default two months' imprisonment.

One plague fatality was reported in the New Territory yesterday.

The Moroccan bandit chief Raisuli, with his followers, has annihilated a Shercofan detachment near Ujda.

A terrible blizzard swept New York on the 4th ult. The snowdrifts in the city were, in places, from 5 ft. to 10 ft. high.

An important step has been accomplished in the direction of linking up the Andaman Islands with India by wireless telegraphy.

A special telegram to the *Englishman*, dated London 17th, states that the Chinese coolies have refused to work in the Rand mines. The situation was described as serious.

The suit brought against the *Pioneer* by Mr. Kirkpatrick, of Lahore, a barrister, for a libel, as damages for libel, has been settled, the newspaper disclaiming any intention of throwing imputations upon the plaintiff's character. It paid £750 costs.

M. Kossuth, the Leader of the Opposition in the Hungarian Parliament, accuses the Hungarian Government of adding 7,000,000 kronen (nearly £2,961,000) to their party election funds by selling titles. He declares that several Jews paid half a million to procure a barony.

The cost of the Philippines to America was stated by Judge Parker to have been \$650,000,000 up to a recent date. Mr. Richard Olney, in a speech in New York declared that the island have cost "something like \$700,000,000," and that the annual expense of running them is from \$250,000,000 to \$50,000,000.

In consequence of the fatal case of plague which occurred at South Brisbane last month, the health authorities made an inspection of three produce stores, and a number of rats were caught. Two were found to be plague-infected. A large number of dead rats have been found in and around the markets.

The *Possicht Zeitung* (Berlin) says: "England never does anything 'for God's sake' that might benefit somebody else. After Russia and Japan got through slashing one another to pieces they will both be so weakened that John Bull can breathe easily again and will be able to go on quietly attending to his lucrative business in the East."

The question of the future of the Royal Garrison Artillery Regiment has now been settled. The whole five battalions are down for reduction during the financial year 1905-1906; but some difficulty may be experienced in making the disbandment simultaneous. It is, therefore, proposed to carry this out by a process of gradual elimination.

The *s.s. Ferndene* put into Hongkong in distress yesterday. She is on a voyage from Japan to Java with coal. Shortly before leaving Japan the chief officer died from small-pox, and at sea the captain, chief engineer and steward all caught the same malady. The second officer brought the ship to Hongkong, and the three sick men were transferred to the *hulk Hyacinth*. The vessel has been fumigated, and is kept in strict quarantine.

The report of the Congressional committee on the merchant marine has been submitted to the House of Representatives of the United States. It provides for: (1) Annual subsidies of £1 per gross ton; (2) mail subsidies; (3) a tonnage tax on foreign vessels; (4) the establishment of a naval volunteer service; and (5) the creation of ten new steamship lines. It is contemplated that mails be carried free on these steamers, and that not less than one-sixth of their crews shall be Americans.

Nothing less than a revolution appears to be taking place in the supply of wheat to Britain. The last returns show that our purchases from the United States, which have been steadily decreasing, dwindled in October to a tenth of what they were two years ago. Imports from Russia and Argentina simultaneously increased, and these from India tripled. The importance of thus widening the basis of supply would be great in time of war, and the change will assuredly influence the entire trade of the Empire. In the end, it is governed by the principle that exports must pay for imports.

Stormy and intensely cold weather prevailed in many parts of Europe during last month. Heavy seas destroyed the new stone jetty at Zeebrugge, in Belgium, which it was intended to utilise as a seaport for the city of Bruges. The damage is estimated at 11,000,000 francs (about £440,000). It is feared that the demolition of the jetty will delay the opening of the harbour until 1907. A storm destroyed the new harbour of Shilling, in the Baltic, and has also demolished some houses in the vicinity. Unprecedented severe cold was experienced in Switzerland, and in Eastern Germany, where several persons were frozen to death. The river Tiber was frozen.

The *Daily Telegraph* has assigned £5,000 to promote the emigration of a number of unemployed in the East End, through the instrumentality of the Self-Help Emigration Society and the Salvation Army. It is hoped that by the end of March 700 families of the district of West Ham will be despatched, at a cost of £22,000. The Central Committee of the Local Government Board's scheme for dealing with the London unemployed have adopted emigration as part of their permanent machinery of relief. For this part of the scheme the committee propose to select from the unemployed those most likely to make good settlers, and to exclude casuals. The fund started at the Mansion House for the relief of the unemployed amounted to £39,000 on the 4th ult.

Mr. A. Wright, architect and surveyor, died at the Government Civil Hospital on Thursday, and was buried yesterday. Deceased had been in failing health for a long time, with paralysis. He was a native of Australia, forty-two years of age.

The annual report of Commander G. L. Dyer, governor of the island of Guam, says that there remains a vast amount of work to put the colony on a satisfactory modern footing. The people are "poor, ignorant, very dirty in their habits, but gentle and very religious."

El Mercantil's correspondent says that the island of Negros, P.I., especially the northern part, is suffering from small-pox. In the pueblo of Sagay and in the barrio of Vito the dread disease has spread to such an extent that almost every house has one or more members of the family afflicted.

Vanity Fair says:—Probably more gambling at cards is going on now in London than has been taking place for more than half a century. Clubs exist in the most fashionable parts of London of which the members are men of wealth and position, where nothing but card-playing goes on from the early afternoon to the late hours of the night. The mania for bridge has absolutely destroyed all after-dinner conversation.

An advertisement elsewhere shows that the "Lilliput" are coming back "for one night only." They are on the *s.s. Ebbi*, due on Monday evening, and are going away again on Wednesday by the *B.M.S. Empress of India*, to the States. Their first week at Manila netted about \$14,000, and their stay there is said to have constituted a record. The children were kindly treated by the Manila public, being invited everywhere.

The *Ceylon Times* says:—The paddy caterpillar pest, regarding which Mr. E. E. Green, the Government Entomologist, had a good deal to say at the last meeting of the Agricultural Society, is still on the increase; and serious apprehensions are being entertained of its ravages in the paddy districts around Colombo as well as in the North. Mr. Green is still devoting considerable attention to the need of devising measures to prevent its spread.

Before Mr. H. H. J. Gompertz sitting as coroner, and a jury, an inquiry was held at the Magistrate's yesterday afternoon into the cause of death of a coolie named Kan Lai Tze, who was run over by a movable crane in the Naval Extension Dockyard. The evidence led proved that deceased had been run over while going to a nallah for a drink of water, while Dr. Hunter's testimony showed that death was due to a fracture of the pelvis. A verdict of accidental death was returned.

The King of Siam is probably the most pro-English monarch in the world. His customs, his finance, his woods and forests, his education, and even his police system are controlled by Englishmen. His Majesty is now said to be anxious to increase the number of Englishmen in his Administration. The chief members of his present staff were obtained from the Indian Government, and it is reported that the King has made application to the Indian authorities that the number should be reinforced. These officials are in a somewhat by the Indian Government, so that their services in Siam will count for pension purposes. The Indian Government is quite in sympathy with the King's desire.

A Barrow newspaper says:—It is now definitely known that Messrs. Vickers, Sons, and Maxim (Limited), of Barrow, have received an order from the Admiralty to build 10 new submarines. These new additions to the submarine fleet are to be built upon lines the outcome of special experiments carried out by Capt. Bacon, R.N., for several months, subsequent to the disaster to the *A. L. February*. These experiments were carried out on the B off Fild Island, Barrow, a few weeks ago. The tests were very satisfactory, so much so that the Admiralty had no hesitation in including the improvements in the new boats which, it is said, will form a very powerful addition to our naval strength when completed.

By kind permission of Col. Caulfield and officers, the band of the 110th Mahratta Light Infantry will play the following selections at the Hongkong Hotel this (Saturday) evening:—March: "Austria".....Nowotny; "Harry Dacres Song".....Adams; "Gypsy".....Grove; "The Trauener".....Schlaman; "Stephen Adam's popular Song".....Williams; "Cox and Box".....Cogg; "Hors d'Œuvre".....Carriere and Egg; "Gamboge".....Mack; "Turkish".....Fish; "Fish at Grafton".....Pippon; "Farewell and Good Night".....Or; "Fongue a la Financiere".....Gonglas; "Fatties".....Curry; "Gos. Joins a Coast".....Siroin; "Beef, Roast Capon and Bacon, Boiled Leg of Mutton and Turnips".....Cold; "Entrée".....Fate; "de Fide Gras up Asia".....Sahel; "Ainul".....Sweetie; "Seminole Fiddling".....Vanilla; "Ice cream and Pound Cake, Peach Tart, Tipsey Cake, Dessert—Coffee, Fruits."

St. James' Budget says:—It is estimated that the recent frost caused a loss in the shipping business of about £10,000,000. During seven days traffic in the Thames was practically suspended the whole time. When, on Christmas Day and Monday, the weather cleared a little, the shipping collisions began, and there was a list of disasters which will fall upon the underwriters of Lloyd's. All the damaged vessels will have to be surveyed; the majority dry-docked, and the whole cost—survey fees, dock charges, and repair account—paid by the insurers. At a low estimate the bill for this will come to a couple of millions sterling for the week. Some of the owners had a number of boats hung up in the Thames. One firm had seventeen steamers, each of 500 tons and over, and another fourteen large vessels. The loss to these two owners alone through non-working amounts to several thousand pounds.

TELEGRAMS.

("DAILY PRESS" SERVICE.)

JUDICIAL APPOINTMENTS.

LONDON, 2nd February.

The Hon. Sir J. G. Barnes succeeds the Rt. Hon. Sir F. H. Jeune, G.C.B., as President of the Probate, Divorce, and Admiralty Division of the High Court of Justice. He is five years younger than Sir Francis Jeune, who is sixty-two. The retiring Divorce judge has sat since 1892. Sir J. G. Barnes is succeeded (as Associate Judge) by Henry Bargrave Deane, K.C., the Recorder of Margate.

STICKING TO THE STORY.

LONDON, 2nd February.

Captain Klado and the other Russians examined yesterday insist that there were Japanese torpedo-boats present in the North Sea when the Hull fishermen were killed by the Baltic fleet.

THE TIBET BLUE BOOK.

LONDON, 2nd February.

The officials and the Press of India are unanimous in condemning the new Blue Book on Tibet.

GOLD IN SCOTLAND.

LONDON, 2nd February.

Some sensation has been caused by the discovery of rich gold deposits in Ross-shire.

THE SITUATION IN RUSSIA.

TSAR PROMISES REDRESS.

LONDON, 2nd February.

The Tsar has received a deputation of workmen who laid before His Majesty a statement of their grievances, and His Majesty in reply promised them redress.

The chief of police at Odessa has been shot. The resignation of General Prince Sviatopolk-Mirski, Minister of the Interior, has been accepted, and M. Durnovo, a strong reactionary, has been appointed to succeed him.

The Tsar has left the capital for the benefit of his health.

["REUTERS' SERVICE"]

THE ST. PETERSBURG STRIKES.

LONDON, 1st February.

The St. Petersburg police yesterday surprised a meeting of strikers in a tavern; the police fired, wounding four of the strikers, and killing a girl.

The Tsar to-day receives a deputation of workmen at Tsarskoe Selo; General Prince Sviatopolk-Mirski, Minister of the Interior, has finally resigned.

Except at Warsaw, where there is still considerable ferment, the Russian provinces seem generally settling down.

It is officially announced that the Emperor, Empress Dowager, and Empress of Russia are sympathizing deeply with the families of those killed and wounded in the strike riots of the 22nd January, and that they have placed the sum of five thousand pounds sterling at the disposal of General Trepoff to assist those in need.

LONDON, 2nd February.

The *Telegraph's* St. Petersburg correspondent wires that as a result of an interview with M. Yermoloff, Minister for Agriculture, on Monday, and in consequence of the latter's earnest representations, the Tsar has signed an Ukase constituting a Russian Magna Charta; it directs M. de Witte as President of the Committee of Ministers, to further extend the reforms laid down in the Ukase of the 27th December, 1904, and orders the people to be invited to co-operate with the government, leaving M. de Witte to determine the manner in which this is to be carried out; it commands the restoration of order throughout the Empire by peaceful methods, and pensions the orphans and cripples of the recent riots.

A council of Ministers afterwards discussed the new situation, M. de Witte throwing the whole weight of his influence on the popular

side. The captives will be released to-day, and the press freed. General Trepoff will be sent to Manchuria later, and a representative council created in a fortnight.

LATER.

It is officially stated in St. Petersburg that the Magna Charta report is incorrect: it was based on the following circumstances. A council of Ministers rejected a motion by M. de Witte to record its opinion regarding the incidents of the 22nd January, and to adopt measures to prevent a recurrence. M. de Witte, whose motion was minuted, thereupon submitted a memorandum to the Tsar who approved it. A council extraordinary was sitting on the 31st January to discuss the memorandum, when the question of an inquiry into the incidents of the 22nd January was considered, the Minister of Finance being empowered to prepare a scheme of social and legislative reform with special reference to the labour question.

THE WAR.

["DAILY PRESS" SERVICE]

KONDRATOVITCH.

LONDON, 2nd February.

General Mischenko reports that General Kondratovitch's wounds are serious.

A JAPANESE REPULSE.

LONDON, 2nd February.

It is reported that an attack by the Japanese centre was repulsed.

[BY COURTESY OF THE JAPANESE CONSUL.]

SEVENTEEN THOUSAND CASUALTIES.

Tokyo, 2nd February.

Marshal Oyama-reporting the details of fierce fighting from the 25th to 29th January, when the enemy was driven to the right of the Hunho, says that the enemy consisted of the First Siberian Army corps, one Mixed Army corps, the Second and Fifth brigades of Sharpshooters, a part of the Eighth Army corps, the Sixty-first Reserve Division and some Chasseurs etc., making a total of at least seven divisions with one cavalry division. Our casualties were about 7,000. The enemy's losses were also considerable: The prisoners say that the four regiments of the Russian infantry were nearly annihilated, many companies being reduced to twenty or thirty men each. The Russian casualties must be at least 10,000.

[REUTERS' SERVICE.]

THE WAR.

LONDON, 1st February.

The *Telegraph's* Tokyo correspondent wires that the Russian casualties between the 25th and 29th January are now estimated at from 36,000 to 42,000, the Japanese at 7,000. General Sakharoff estimates the Japanese prisoners at over three hundred.

FIRE IN QUEEN'S ROAD.

A fire broke out in a Chinese Bank, No. 101, Queen's Road, on Thursday night last. The outbreak is supposed to have occurred in the kitchen at the rear of the bank, and from thence it quickly spread to the adjoining premises of Messrs. Nam Hing Loong, foreign goods merchants. The fire had a strong hold when the brigade, under Chief Inspector Baker, arrived on the scene. The firemen, by strenuous exertion, succeeded in getting the fire under way about two hours after the outbreak, but not before damage estimated at \$33,000 was done to the stock of Messrs. Nam Hing Loong by fire and water: the goods on the ground, first and second floors being practically destroyed. The bank premises were insured for \$5,000, while Messrs. Nam Hing Loong's stock and premises were insured in the Imperial, Urban and Kang On Insurance Companies to the extent of \$55,000.

THE HAMBURG AMERICA S.S. "RHENANIA."

The Hamburg Amerika Linie *s.s. Rhenania*, 6,416 tons gross, on her maiden trip from Europe, has arrived at Kowloon. She is a fine steamer specially adapted for the Far Eastern trade and home trade. She is built for cargo, but has berths for about sixty passengers. Twenty large staterooms, about 10 feet by 15 by 7½ high, afford airy quarters. In each are two bunks and a collapsible sofa. Each cabin is provided with an electric fan, an electric table reading light and two electric bulb lights overhead. The fittings throughout are plain but good; and the vessel is well provided in the way of smoking rooms, ladies' rooms, social halls etc.—she is capable of carrying some 10,000 tons of general cargo. She was built at the Bremer Vulkan Yard, and finished last December. Her speed is 13 knots.

An entertainment is to be given on the steamer on Monday evening from 4 o'clock until 8, and an invitation is given to all friends to inspect the ship.

SCIENTIFIC MISCELLANY.

A MYSTERY STILL—THE OCEAN'S VOLCANOES—A NEW FIRE-PROOFING—ANIMAL SP. RES.—A NIGHT-ACTING FIRE-ALARM—ATTOR OF ROSES—THE RACES OF EUROPE—RAPID PHOTOGRAPHIC LENSES—ELECTRIC COPPER-SMELTING—POSSIBLE ROCK-FLOW IN MINING—NEW LIGHT ON THE MOON—WATER PROBLEM—CURIOUS HOME-SHARING—MOSS ON TREES—ELECTRIC FISH-HUNTING—A MOTOR AMPHIBIAN—THE NEW INSULA-OR.

Renewed speculation as to the cause of the mysterious force known as magnetism has naturally followed Dr. Hensler's production of magnetic alloy from non-magnetic materials. One of his alloys—containing 60 per cent of copper, 25 of manganese, and 15 of aluminium—proved practically as magnetic as iron, but it is very brittle, and cannot be drawn or forged. On attempting to increase the malleability by adding iron, all magnetic properties astonishingly disappeared. An old idea was that magnetism is due to some peculiarity of the iron atom, although this metal is not magnetic when heated, but it now appears that magnetic properties now depend upon some special grouping of the atoms within the molecule.

All recorded submarine earthquakes have been plotted on a map of the world by Wilhelm Kreis. Many of them represent submarine volcanic eruptions and a very striking fact is their great concentration in the narrowest part of the Atlantic Ocean, between Africa and South America. It is suggested that this greater apparent activity may be due largely to lack of observations in the much less travelled Pacific. Other centres are the West Indies, the west coast of South America, the south of the Bay of Bengal, the Malay Archipelago, eastern Japan, and the Mediterranean.

Remarkable fireproofing properties are credited to oxide of titanium by an English dyer. Flannel treated with it could not be made to burst into flame, and other textiles are claimed to be made equally resistant, while it cannot be removed by dyeing, boiling or washing.

For fifty years Joseph Olshausen, a European engineer, has been studying the speeds of many kinds of animals. Man reaches remarkable velocities, but only by artificial aids, a good pedestrian's rate being a sixteenth of a mile in 12 seconds, while a German soldier marches three miles an hour, and five miles in quickstep. The greatest speed of an athlete thus far noted is the initial velocity of 393 inches a second of a broad jumper. The average swimmer's rate is 39 inches a second, the carman's in an eight-corded luge is 197 inches, and the skater's is nine to ten yards, while the runner on skids has made 24 yards a second, and the jumper on skids has reached almost 40 yards. The record on a bicycle is 66 yards a second. The horse makes long gallops at six miles an hour, the fastest dog—the Russian wolf-hound—shows 75 feet a second, and the gazelle attains 98 feet a second. Aided by its wings, the ostrich is the fastest runner, sometimes making 98 feet a second. In measured flight, the Virginia rainpiper has a record of 7,500 yards a minute and the European swallow has exceeded 8,000 yards. The slowest creatures are snails and certain small beetles, a healthy snail's highest speed being 3½ inches an hour. For fractions of a second certain very small creatures have almost incredible speeds, a mouse of the African desert jumping ten feet at the rate of 800 feet a second, while the common flea jumps with an initial velocity of 850 feet, or ten miles a minute.

The improved and very sensitive automatic fire alarm of a Danish inventor acts only when a sudden wave of heat is generated. A U tube four inches high is filled with mercury, the upper parts containing sulphuric ether, and both ends being closed. One side of the tube is covered with non-conducting material. An even rise of temperature warms the entire apparatus, but a sudden heat—as in a fire—vaporizes the ether under the unprotected glass, forcing down the mercury, and ringing an electric bell.

A new Scottish work attempts to prove—from geological phenomena—that gravitation is electric, and that it is identical with terrestrial and solar magnetism.

The attar, or essential oil, was extracted from roses as far back as the time of Dioscorides, but the early process consisted in macerating rose leaves in pure olive oil. The present distillation process, states a recent French writer, was not used before the eighth century. The damask rose is the only kind used by most Bulgarian distillers, and these are plucked at dawn, just as the buds begin to expand. Each of the copper stills is charged with 22 pounds of rose-leaves and 19 quarts of water. After an hour and a half about 12 quarts of rose water have distilled, and this is re-distilled to obtain the oil, which is of deep straw colour. Adulteration with the cheaper oils of sandal wood, geranium, etc., is very common. An acre of plants yields about a pound of attar, and last year's Bulgarian product reached 13,770 pounds, lowering the price to \$60 a pound, or half the usual value.

In European mosses Huxley recognised two main stocks—the fair Caucasian and the dark Caucasian. Dr. Deniker believes there are six well-marked races, viz. (1) The blonde, wavy-haired, long-headed, long-faced and tall Northern Race, (2) the Eastern Race, also blonde, with straight hair, a rather short head, broad face, and short in stature; (3) the Iberian Race, of Spain and Portugal, which is dark, very short, long-headed, with straight or retroverted nose, and sometimes curly hair; (4) the Western Race, dark, round-headed and short, with round face, broad nose, and

thick-set body. (5) the Atlantic-Mediterranean Coast Race, very dark, long-headed, fairly tall; (6) the Adriatic Race, on the Gulf of Venice, dark, short-headed, with slender or arched nose.

A new glass described by Emile Touchet is very transparent to invisible chemical rays. In simultaneous photographs of part of the constellation Lyra, a lens of this glass showed 619 stars while one ordinary Jena glass showed but 351.

The rich copper mines of Chile have been little worked on account of the scarcity of fuel and the cost of transporting the ore. Water power is abundant, and for several years an electrician has been employed in Paris to devise an electric furnace for smelting the ore at the mines, thus reducing the quantity of material to be carried. After making and demolishing 88 furnaces, Emile de Veno, who has had charge of the work, believes he has produced a practical type. He uses two arcs between two pairs of four-inch carbons, obtaining an easily-regulated heat up to 3,000 deg. C., and the mixture of ore and flux is brought under the action of this heat without direct contact with the electrodes. Two feeders empty buckets of the mixture into hoppers at the ends of the furnace, while the fused copper metal is drawn off into ingots about once an hour. For a ton of mixed ore and flux, a current of 110 volts and 20.0 amperes is needed, the cost of treating this amount per hour is less than \$2.00. The furnace is expected to work incessantly for a year before wearing out.

The proposed bore-hole twelve miles deep has brought out the objection that the great pressure of tons per square inch would cause a viscous flow of rock material, making the feat impossible. The Hon. C. A. Parsons replies that this idea can be tested by subjecting a piece of quartz rock to a pressure of 100 tons per square inch in a close-fitting cylinder, having a small hole through its centre. This pressure is that expected at a depth of 38 miles.

The perfection of pharmaceutical products and the prevention of the great waste of food materials are the two lines which J. F. Moulton, F.R.S., finds the chemical invention of the day to be following.

A marked influence of the moon on the weather is easily shown, in the opinion of G. Lamproot, a German astronomer, when a fall is considered in relation to the moon's phase at perigee. In his investigation he has used the monthly data of rainfalls at forty North German stations for the years 1857 to 1894, and of about ninety-eight stations in Java and Madeira for 1870 to 1902, and it appears that a dry period is likely to result when both moon and sun are upon the same side of the earth at the moon's nearest approach. That is, "both North Germany and Java a drought has appeared when perigee was nearer to new moon than to full moon. The rule applies to all countries where the greatest rainfalls occur with the highest position of the sun. New moon last July fell near perigee, and dry weather was predicted, the forecast proving remarkably accurate.

An extraordinary use of the same sleeping quarters by diurnal and nocturnal animals is recorded by a naturalist of Ceylon. Barkery Lighthouse Island, 35 miles south of Colombo, is inhabited by day by fruit bats or flying foxes and at night by crows, and at sunrise and sunset may be seen the curious spectacle of two immense flocks flying in opposite directions across the strait separating the island from the mainland, the flying foxes at a greater elevation than the crows. The cross migration, lasting about half an hour, is attended by great chattering of flying foxes and cawing of crows.

The idea that moss grows thickest on the north or east side of trees seems to have been disproved. A French botanist, Leon Bédou, now concludes that mosses prefer the parts of the tree that retain most moisture, being thus more abundant on rough or cracked trunks, on the upper part of a branch or inclined trunk, on knots or bosses at the fork of branches, and at the base of the trunk.

The cat, besides its liking for valerian, has shown a taste for caffeine, which brings painful and fatal results.

Electricity is now made to serve the fisherman by showing the presence and extent of shoals of fishes. The apparatus is the subject of a German patent, and it consists of a microphone, which is enclosed in a water-tight case and connected with an electric battery and telephone. As long as the microphone hangs free on being lowered into the water, no sound is heard. When fishes strike against the case, however, their presence is revealed by tapping, and the length of the rope supporting the microphone gives the exact depth at which the shoal is encountered.

The novel automobile of a Russian engineer is a combination of sleigh and boat. It is in the form of a boat with two bars or runners beneath, and it is intended for the use of Prince Khilkoff in crossing Lake Balkal. A gasoline motor supplies power. A wheel with points to grip on the ice propels the sleigh, and when the boat is in the water a clutch connects the motor to a propeller.

Liconite, the new substitute for gutta-serena, is a mixture of asphaltum, petroleum and gum. Dissolved in turpentine, it is used for insulating electric wires, and costs less than a twentieth as much as gutta-serena. It can be mixed with either eucalyptus or gutta-serena. The material is expected to serve important uses, but its durability in exposed places remains to be shown.

The ordinary burglar alarm is liable to be thrown out of action by cutting of the wires.

In the new wireless system of English makers any tampering with a safe pin in motion a semi-transmitter, which emits Hertzian waves sufficient to operate a cipher-controlled alarm in any part of the building.

In tests of the durability of woods, beech and aspen have decayed in three years, willow and chestnut in four years, maple and birch in five years, elm and ash in seven years.

GREAT BRITAIN AND JAPAN IN 1854.

An anonymous correspondent wrote to the Times as follows:—

"It may not be uninteresting to notice the 100th close that it is the jubilee year of the first treaty between Great Britain and Japan. Having had a small share in the drawing up of this treaty (having been privileged to write it), a few details may be of interest to your readers. Negotiations began at Nagasaki in September and October, 1854. By way of preamble I should mention that at that period Japan was very little known and rarely visited by the ships of the British Navy on the China Station. The United States during the previous year had made a treaty by which certain ports in Japan (about five) were allowed to be visited by their vessels for purposes of regular shipment in case they were in need, but there was to be no landing or intercourse, and only such supplies were to be made which it would be inhuman to refuse to ships in distress. Having been successful, the ship was to depart and leave the Japanese to the isolation they desired. Our admiral (Sir James Stirling) was directed to follow suit on the part of England, Russia having just previously obtained the same privilege as the United States. The admiral, in his flagship, Winchester, sailed across from Shanghai, accompanied by three other ships of his squadron, and on September 7, 1854, anchored in the outer harbour of Nagasaki, Japan. The admiral had brought with him from Shanghai as interpreter a Japanese named Ota. This man had been wrecked in a trading junk 20 years previously. After many vicissitudes in life, including a visit to England, and temporary employment with the late Dr. Gutzlaff and other missionaries, he was sent to Mr. Beal, of Dent's house at Shanghai, and worth a large sum of money, and it was through this man's medium that the wishes of the port officials who boarded us—viz., the captain of the port, Governor's aide-de-camp, and inspector of Customs—were made known. Each of these officials carried two swords, bright and sharp as razors. They inquired about the exact rank of the admiral, and said it was well the ships had anchored according to the port regulations. They took a letter from the admiral to the Shogun, offering compliments and asking for a place to land his men for exercise, which they said they would forward to the Shogun at Yokohama. The Governor could not receive the admiral nor visit him. We were not to be allowed to land anywhere, were surrounded by ten guardboats, and not permitted to pass a line of junks moored across the mouth of the long narrow creek leading up to the town. The admiral expressed a wish to buy provisions for the squadron, but the Japanese said their laws absolutely forbade any trade whatever; they would, however, supply water and rice, fresh provisions and vegetables as were required. After several weeks of waiting the Shogun's reply was received by the Governor. He had commissioned the two principal officers at Nagasaki to make such a treaty in his name as the laws and the interests of the Empire permitted, and he was willing to concede to the English all the accommodation and advantages enjoyed by the most favoured nations, except the ports of commercial privileges limited to the Dutch and Chinese nations.

"I was at this time serving as secretary's clerk in the admiral's office on board the Winchester, and the admiral selected me to write the convention from his rough draft, desiring me to use my best style of calligraphy. Four or five days were spent in drawing up the treaty, and the Japanese officers frequently came on board, several times each day, to adjust certain minor points, often remaining till 9 o'clock at night engaged in conference. All being ready on October 14, 1854, the admiral, attended by several officers as escort, of which I formed one, proceeded to Nagasaki. The line of junks guarding the entrance receded, eight on each side, leaving open the centre of the passage, and our procession of boats passed through and on to the landing-place, leaving the Dutch factory at Deshima on the right; the admiral, being saluted by a guard of our own marines, then passed on through a street jealously draped on either side with the tinsome hangings, here 20 ft. high, to the Governor's place, where he was very graciously received by his Excellency. The treaty was then read to the Governor, signed in duplicate by the admiral, and was then sent out somewhere, it was supposed to the Dutch factory, probably with the view of ascertaining that all was quite correct. The Governor and his brother commissioners then signed both parts, and the ratification was to take place within ten years. A very fair dinner was served on tables somewhat after European fashion. When the time came for return to the boats it was quite dark, but the street was lined with men holding lanterns beautifully painted, all bearing the Government device. The day after the last interview presents were sent on board for all the officers of the squadron; these were stated to be a general present from the Shogun to the officers, but those sent to the admiral were pronounced to be of surpassing beauty. "A few more points are interesting, but I fear I have already exceeded the limits of space. The treaty then made has now become decadent and it is effected without violence or menace and the Japanese officers were pleased with the deference paid to their laws. It had for me a rather whimsical interest, however, towards the close of the negotiations, and I confess I got a bit tired of repeating in writing 'Sir James Stirling on the one part' and 'Medi-no-Chok-fu-no-kami on the other.' I think I had to write no less than six copies of the document, as a simple word had to be omitted 'here,' or inserted 'there' before it was completed. It contained nothing about commerce, yet it opened the way and prepared for future negotiations on this important point. It was all written with the quill pen of the period, contrasting oddly enough with the steel pen of to-day, emphasizing the then and now. The visit was a most interesting one to all in the squadron, and on October 20, 1854, six weeks after our first arrival, the ships left Nagasaki for Hongkong, escorted out to sea by a guard of honour bearing long-toms and showing demonstrations of good will and respect."

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PHOTOGRAPHER

M. MUMEY, JAPANESE ARTIST.
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CONSTIPATION, AND DOAN'S DINNER PILLS.

Constipation (slowness of Passage from the Bowels) is one of the most serious forms of bowel trouble, being the cause of such fatal diseases as appendicitis, anæmia, and wasting away. Men and women of sedentary occupations, and those who do not get enough exercise, are generally more or less constipated. This complaint is so dangerous that it should always be met with prompt treatment. If there is not a passage from the bowels once or twice a day, Doan's Dinner Pills should be used regularly until a natural action is restored. When the bowels are constipated poisonous waste that is kept back in the body poisons the blood, hinders the process of digestion, and contaminates the food you eat, by these means causing "cramp" of the stomach, sluggish liver, biliousness, lassitude, headache, vomiting, feeling of heaviness and fullness after meals, you grow listless and indifferant, your friends don't interest you, and you are poor company for them—you get chilly sensations and flushes of heat; there is heart weakness, and feeble circulation of the blood.

By stimulating the flow of bile, Doan's Dinner Pills assure the thorough cleansing of the system from the poisonous waste matter, and thus give freedom of action to the digestive system. Doan's Dinner Pills do not grip, and being purely vegetable, may be used with confidence by either sex, old or young. All the chief chemists and medicine-dealers sell Doan's Dinner Pills price 1/4 for 2 box, or 6/ for 6 boxes; or the medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England. 73-15

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Hongkong, 18th May, 1903.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcidity, de-patch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. A. Harbord, Hongkong.
Albion, battleship, 12,050 tons, 10 guns, Capt. Fremantle, Hongkong.
Aguirre, sloop, in reserve, Hongkong.
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.
Andromeda, cruiser, 12,500 tons, Capt. Nelson Ommamney, Mira Bay.
Astron, 2nd class cruiser, 4,300 tons, 10 guns, 2,000 h.p., Captain Lord C. Taffall, Mira Bay.
Bramble, gunboat, in reserve, Hongkong.
Britomart, gunboat, in reserve, Hongkong.
Centurion, battleship, 10,500 tons, Capt. Fegen, Mira Bay.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. C. Asser, Hongkong.
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lord W. G. Stopford, Hongkong.
Havoc, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hogue, cruiser, 12,000 tons, Captain Shortland, Mira Bay.
Humber, storeship, 1,640 tons, Comdr. P. M. Riadore, en route Weihaiwei.
Iphigenia, 2nd class cruiser, 3,600 tons, Capt. E. Swenson, Mira Bay.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. J. A. Gregory, Hongkong.
Kinsha, river gunboat, 31 tons, Lieut.-Comdr. Christopher P. Melcni, en Yangtze.
Moorhen, river gunboat, 150 tons, 2 guns, Lieut.-Comdr. F. B. Noble, Hongkong.
Ocean, battleship, 12,950 tons, 18 guns, 13,500 h.p., Captain G. S. U. M. G. Mira Bay.
Otter, torpedo-boat destroyer, 350 tons, in reserve.
Phoenix, sloop, in reserve, Hongkong.
Rambler, surveying ship, 583 tons, Comdr. Chas. E. Moore, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 2,100 h.p., Lieut.-Comdr. Vaughan, West River.
Rosario, sloop, in reserve, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. T. Atley, West River.
Sirius, 2nd class cruiser, 3,500 tons, Capt. G. H. H. Moore, Shanghai.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, en Yangtze.
Sutlej, 1st class cruiser, 12,000 tons, 21,000 h.p., Capt. Wm. L. Grant, Mira Bay.
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., Hongkong.
Tamar, training ship, 4,800 tons, 6 guns, Commodore U. G. Dicken, at Hongkong.
Tonal, river gunboat, 190 tons, 2 guns, Lieut.-Comdr. E. F. E. Dugmore, en Yangtze.
Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Singapore.
Tweed, gunboat, in reserve, Hongkong.
Yanguan, battleship, 12,950 tons, 13 guns, 13,500 h.p., Capt. L. C. Stuart, C.M.G., Mira Bay.
Virago, torpedo-boat destroyer, 360 tons, in reserve.
Waterside, surveying ship, 528 tons, 450 h.p., Comdr. E. C. Hardy, Hongkong.
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. Wells, Hongkong.
Wiven, coast defence ship, armoured, 2,570 tons, 1,000 h.p., in reserve, Hongkong.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Hugh Somerville, Yangtze.
Wendell, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Yangtze.

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